

# BookletChart™



## Savannah River – Savannah to Brier Creek

NOAA Chart 11514

*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker

Approximate Page Index					
4	5	6	7	8	9
10	11	12	13	14	15
16	17	18	19	20	21
22	23	24	25	26	27

**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11514>.



#### (Selected Excerpts from Coast Pilot)

The Savannah River above Savannah is navigable to the city of **Augusta**, 172 miles (198 statute miles) above the mouth. A Federal project provides for a 9-foot channel over a width of 90 feet from near U.S. Route 17 highway bridge, 18.8 miles (21.6 statute miles) above the mouth, to Augusta. (See Notice to Mariners and latest editions of the charts for controlling depths.) Daybeacons mark some of the shoal and critical spots in the river, but the

best guide for the mariner is the use of the chart to carry the best water. The river is swift and tortuous; daybeacons are sometimes carried away.

Numerous foul areas exist near the shore, and floating debris is a constant danger to navigation. Local knowledge is advised. The freshet variation above the normal pool level of the **New Savannah Bluff Lock and Dam**, 162.7 miles (187.2 statute miles) above the mouth, is about 13 feet ordinarily, with an extreme of 34 feet. The lock is 360 feet long, 56 feet wide, and has a depth over the lower miter sill of 10 feet. The depth over the upper miter sill at normal pool level is 13½ feet; the vertical lift is 15 feet. Anyone desiring lockage must contact the lock operator at least 24 hours in advance at the New Savannah Bluff Lock and Dam Office, 706-798-4644, or the James B. Messerly Wastewater Treatment Plant, 706-793-1691. Calls to either location should be made between 0800 and 1630, Monday through Friday, except on designated holidays for City of Augusta offices. The lock will be operated seven days a week between the hours of 0800 and sunset on appointment.

**Bridges.**—Between U.S. Route 17 highway bridge and the lock and dam, the limiting clearances of the drawbridges are 7 feet, and 27 feet for the fixed bridges. Between the lock and the head of navigation the limiting drawbridge clearances are 12 feet and the fixed bridges 26 feet at normal pool level. The bridgetender of the railroad bridge at Clyo, about 53 miles above the mouth, monitors VHF-FM channel 16 and works on channel 13; call sign, WKB-679. (See **117.1 through 117.59, 117.371, and 117.937**, chapter 2, for drawbridge regulations.) Overhead power cables with clearances of 76 feet and 53 feet cross the river 169.7 miles (195.3 statute miles) and 174.8 miles (201.1 statute miles) above the mouth, respectively.

There are numerous landings between Savannah and Augusta without wharves or rail connections. At New Savannah Bluff Lock, fuel, supplies, and services can be arranged for by telephone. Fuel, supplies, and services are available at Augusta.

**Weather.**—The southerly latitude and maritime exposure influence the climate of this coast. Winters are mild and short. Polar air masses are moderated although unusually strong, cold air outbreaks can cause foggy conditions along the coast. Cold spells seldom last more than 2 or 3 days. The occasional winter storm results in strong winds and rough seas from October through April. Waves of 8 feet (2.4 m) or more are reported about 20 to 30 percent of the time in deep water, but gales occur less than 1 percent of the time. However, winds of 40 to 50 knots have been recorded in all of these months.

From May through September peak winds offshore are usually in the 30- to 40-knot range, although they could climb higher in a severe thunderstorm or tropical cyclone. Despite the low latitude, tropical cyclones are infrequent along this coast. They are most likely from June through October and one can be expected to move through some part of Georgia each year, usually from the Gulf of Mexico. This fact holds coastal effects to a minimal. The most dangerous are those from the east through south. Because this portion of the coast lies parallel to the mean track of most recurving storms, the incidence of coastal crossing tropical cyclones is extremely low. In addition to strong winds, high tides and rough seas, these storms can trigger torrential rains, severe thunderstorms and even tornadoes or waterspouts. In general, however, summers are warm but a persistent cooling sea breeze is usually present from afternoon into the early evening. Showers and thunderstorms are common along this coast and can reduce visibilities for brief periods. Obstructions to visibilities are most likely to be caused during winter and early spring by fog.

### **U.S. Coast Guard Rescue Coordination Center** **24 hour Regional Contact for Emergencies**

RCC Miami	Commander	
	7th CG District	(305) 415-6800
	Miami, FL	



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

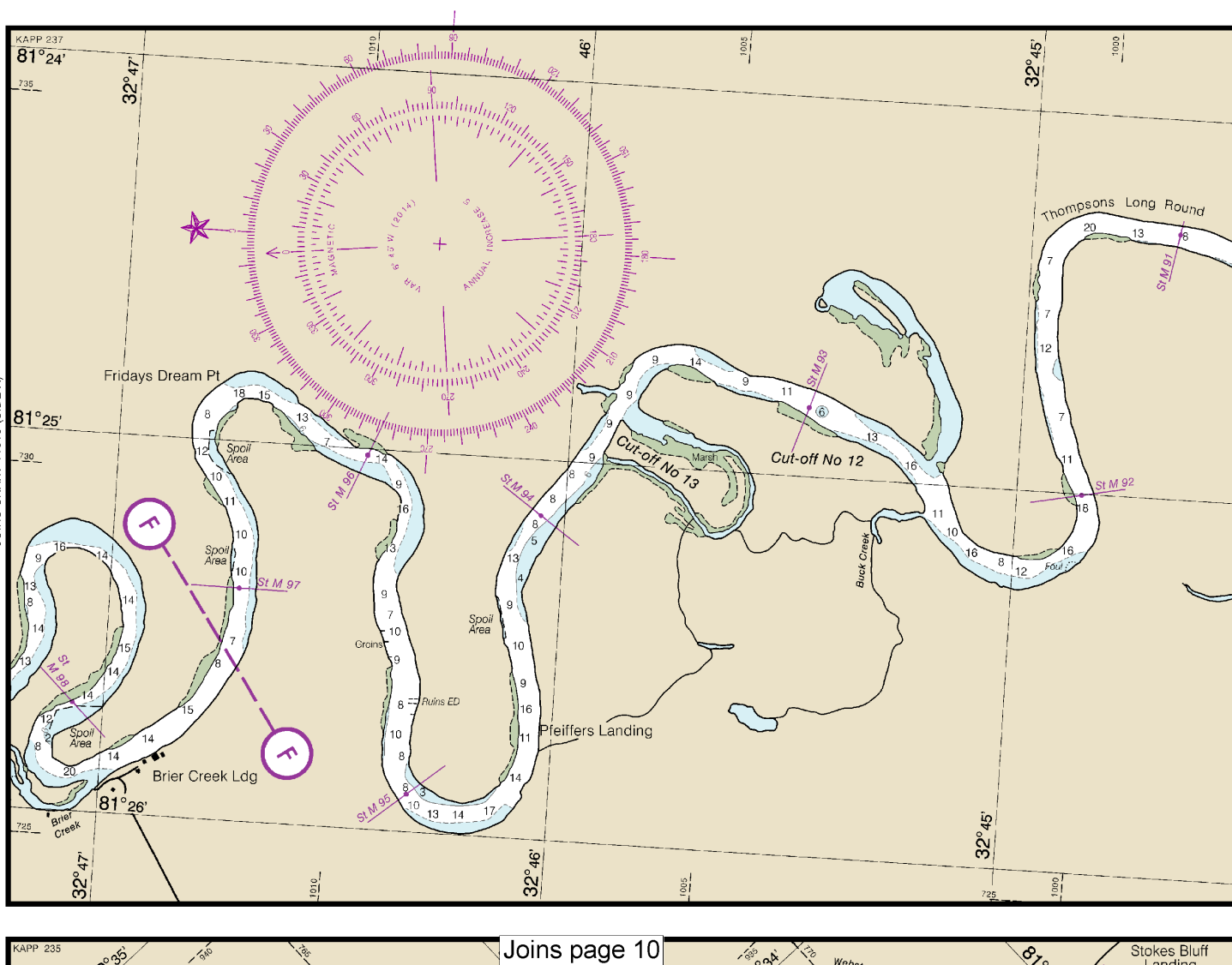
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

JOINS CHART 11515 (SIDE A)

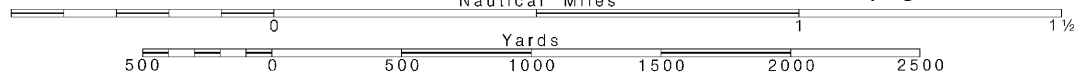


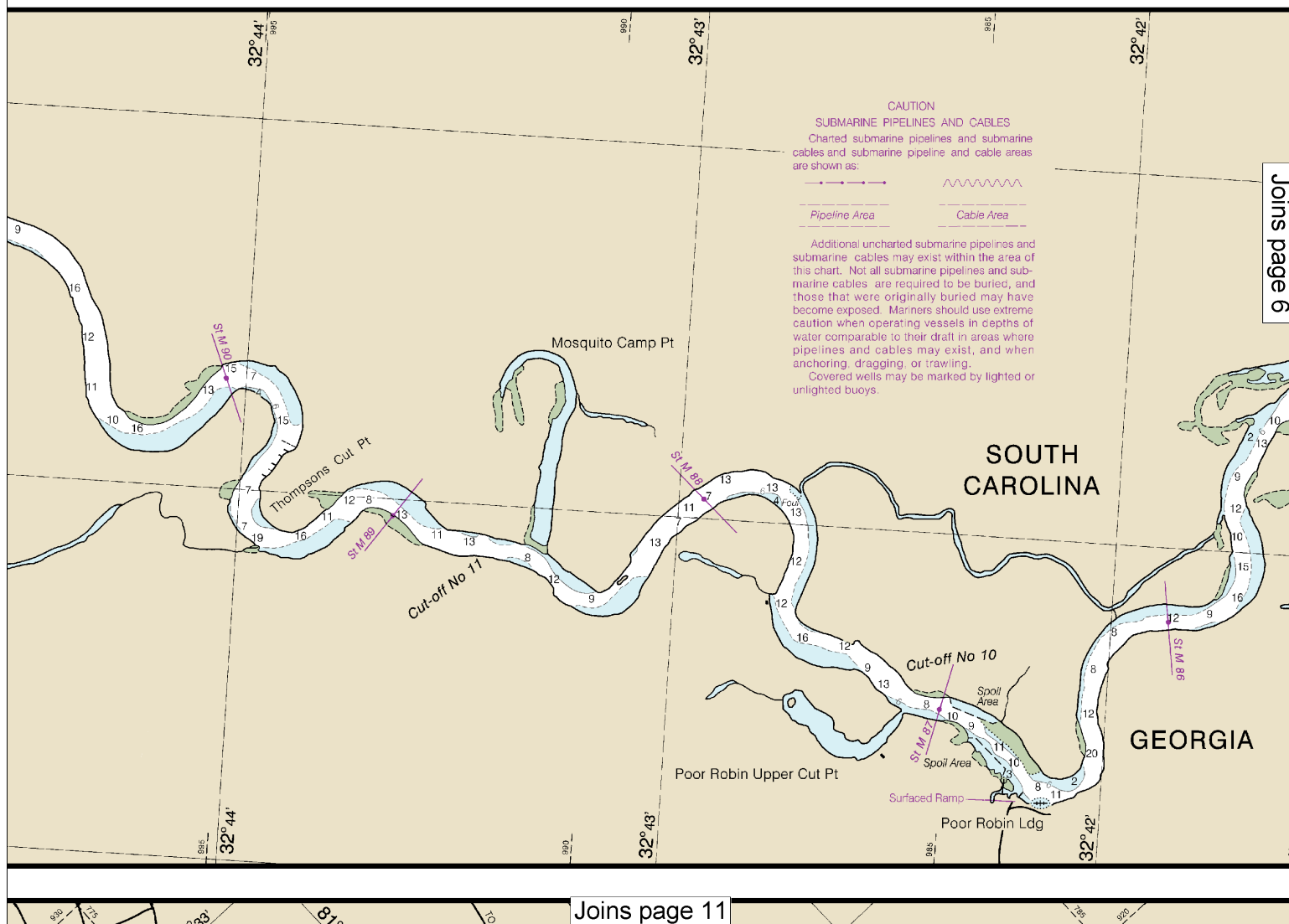
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:20,000~~  
Nautical Miles

See Note on page 5.

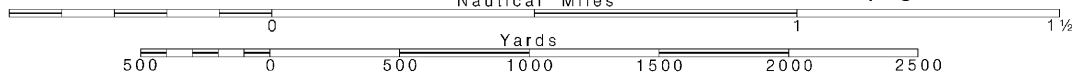




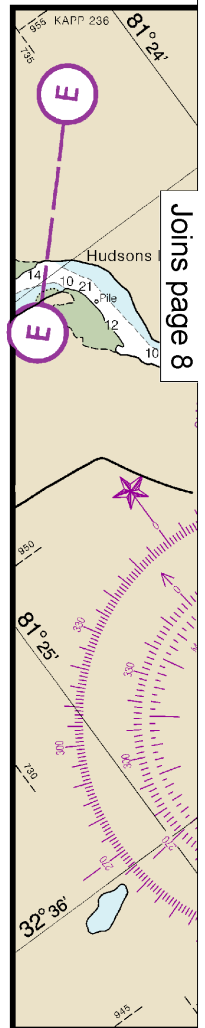
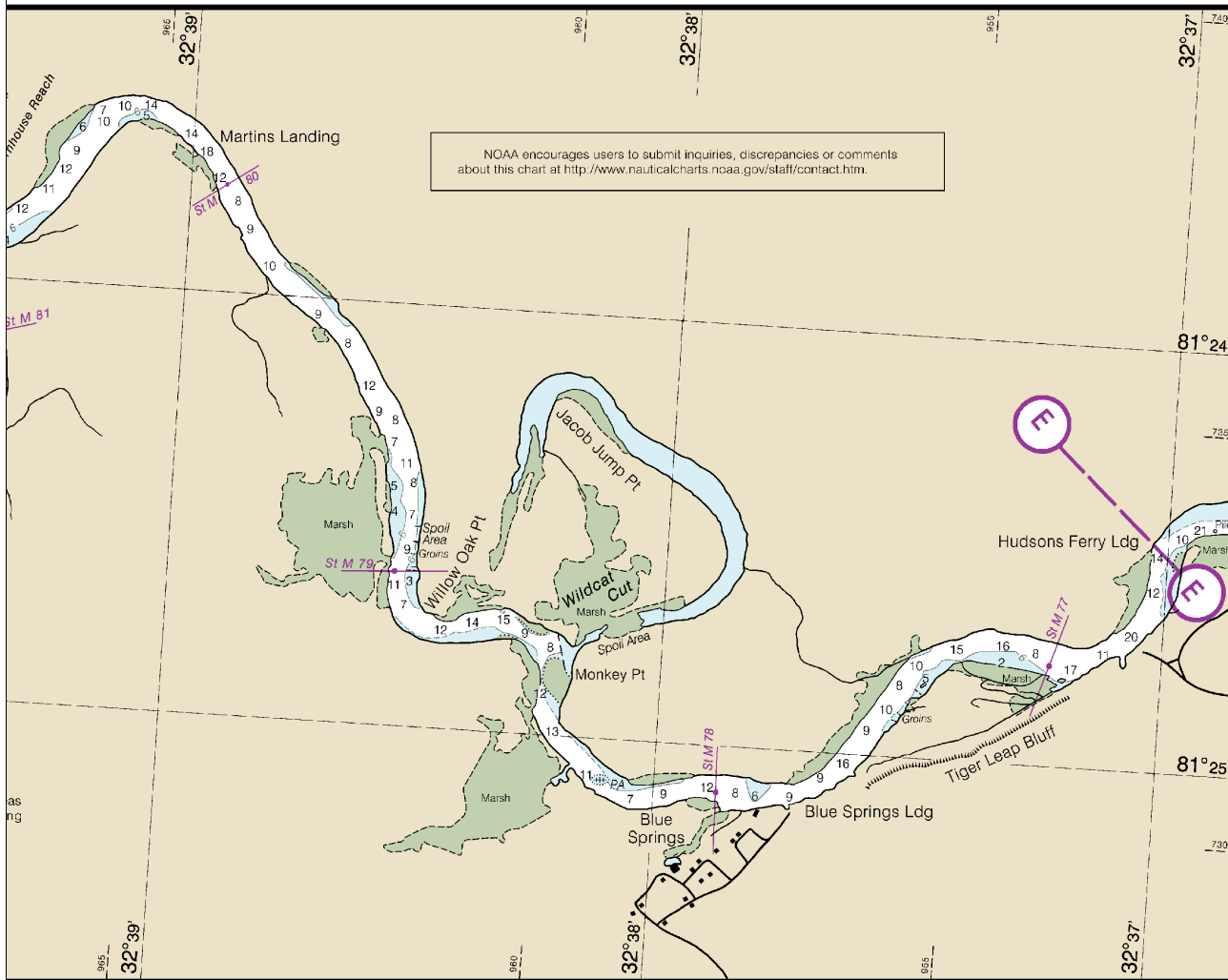


Printed at reduced scale.

See Note on page 5.



1st Ed., 1966

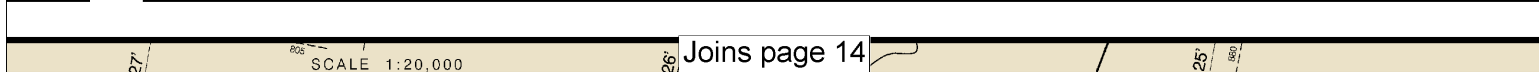


Joins page 8

Joins page 13

Last Correction: 12/11/2015. Cleared through:  
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

7



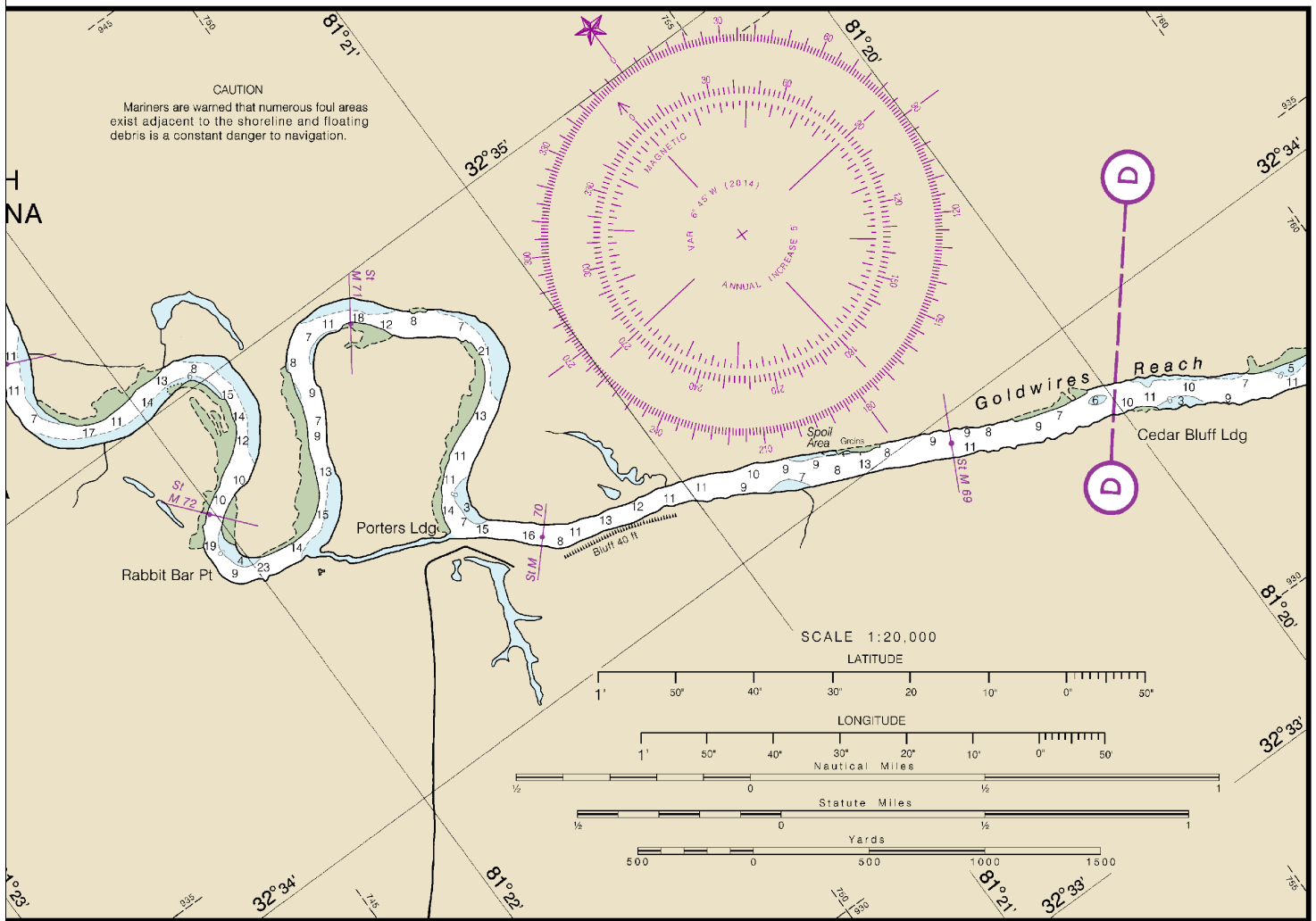
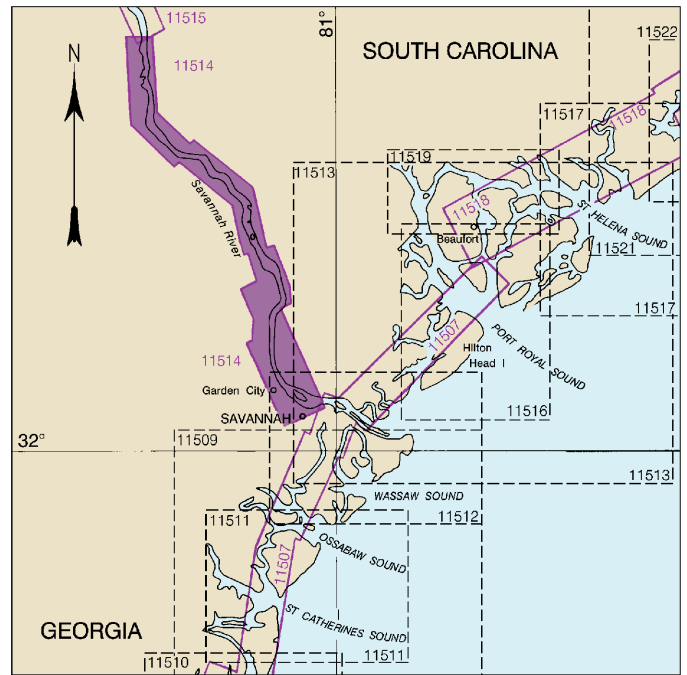
Printed at reduced scale.

See Note on page 5.





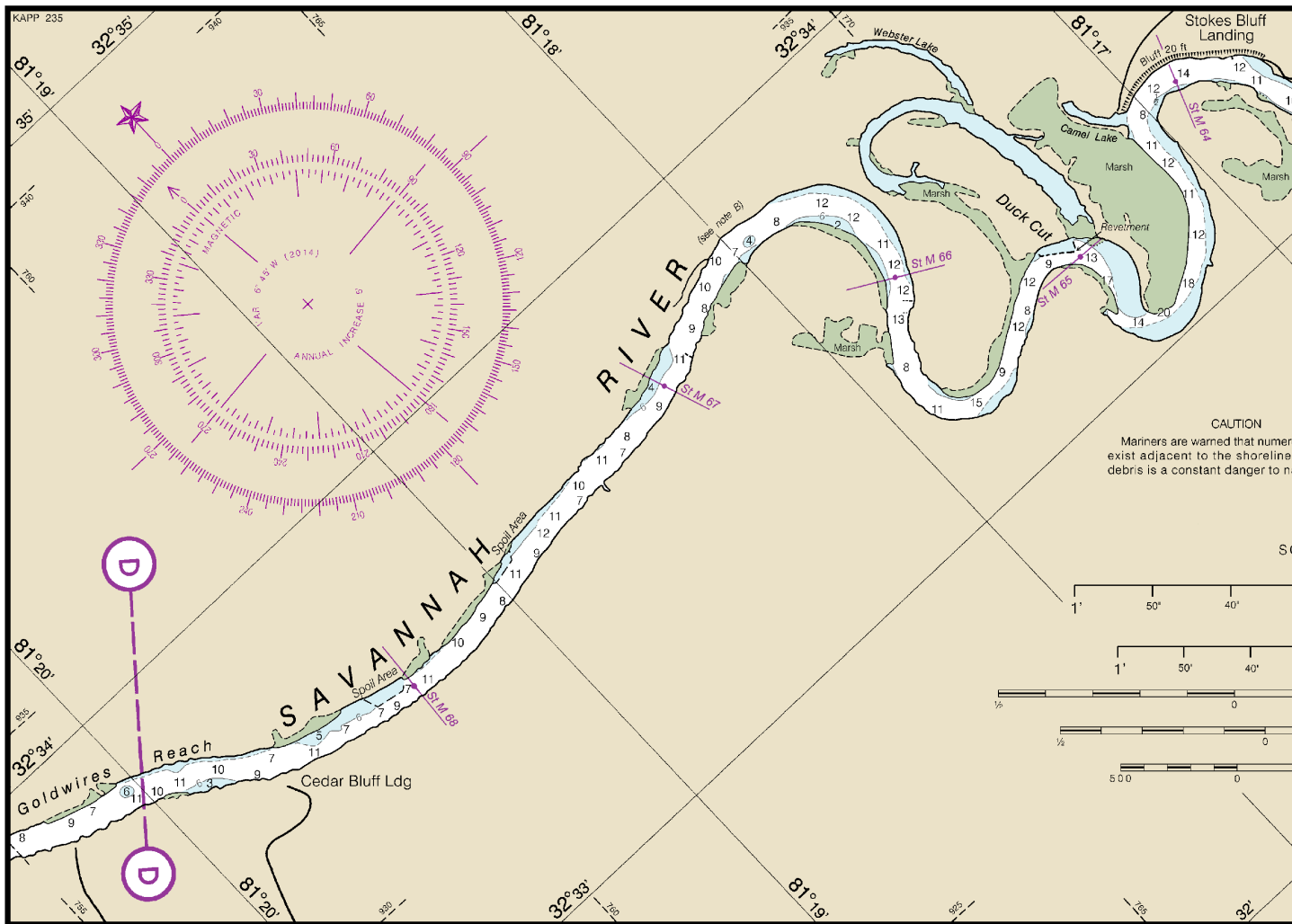
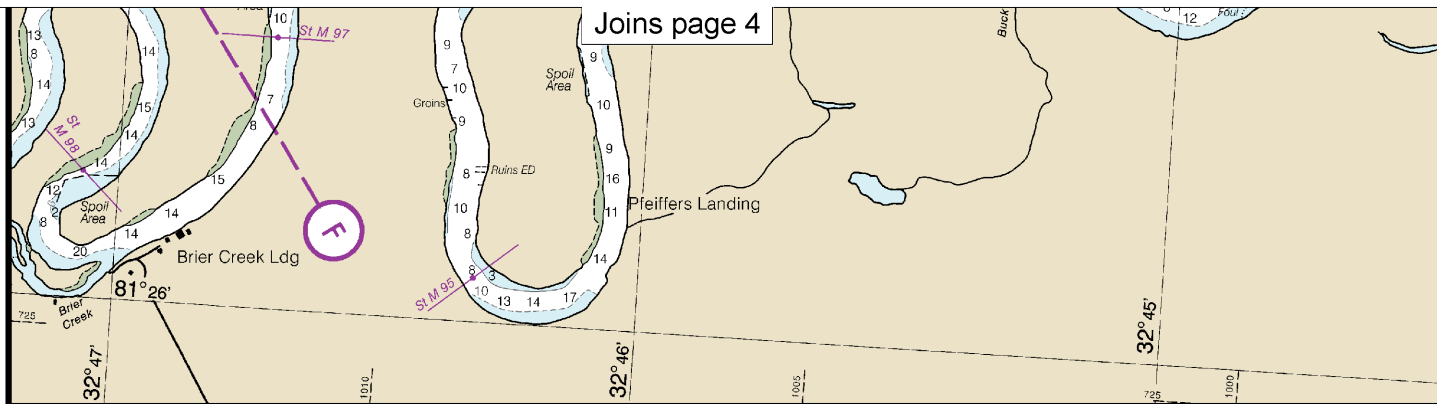
# NAUTICAL CHART DIAGRAM



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SIDE B

SIDE B



11514 31st Ed., Oct. 2014



# NAUTICAL CHART 11514

## INTRACOASTAL WATERWAY

# SOUTH CAROLINA - GEORGIA

# SAVANNAH RIVER

### CAUTION

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### SOUNDINGS

Soundings are in feet. Those north of Big Collis Creek, at 32°15'18" N. 81°08'54" W. longitude, refer to the low water plane which corresponds to a charge of 6,100 cubic feet per second at New Savannah Bluff Dam.

Joins page 16

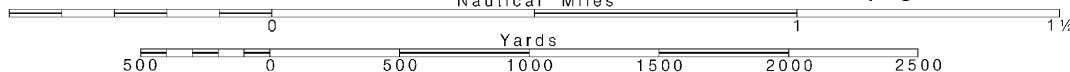
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



Joins page 5

Cut-off No 11

Cut-off No 10

Poor Robin Upper Cut Pt

Poor Robin Ldg

GEORGIA

32° 44'

32° 43'

32° 42'

SIM 86

SIM 87

Spill Area

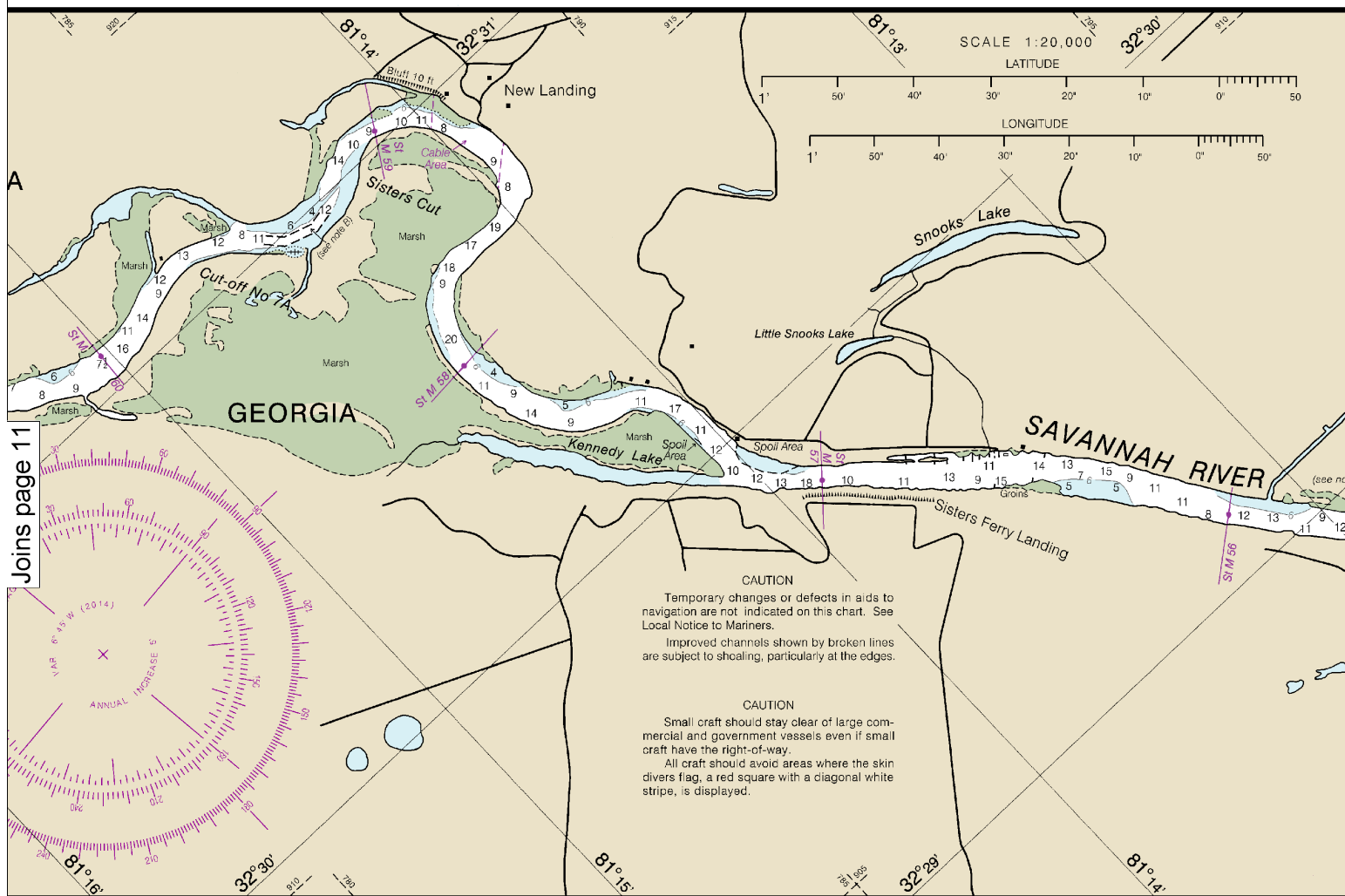
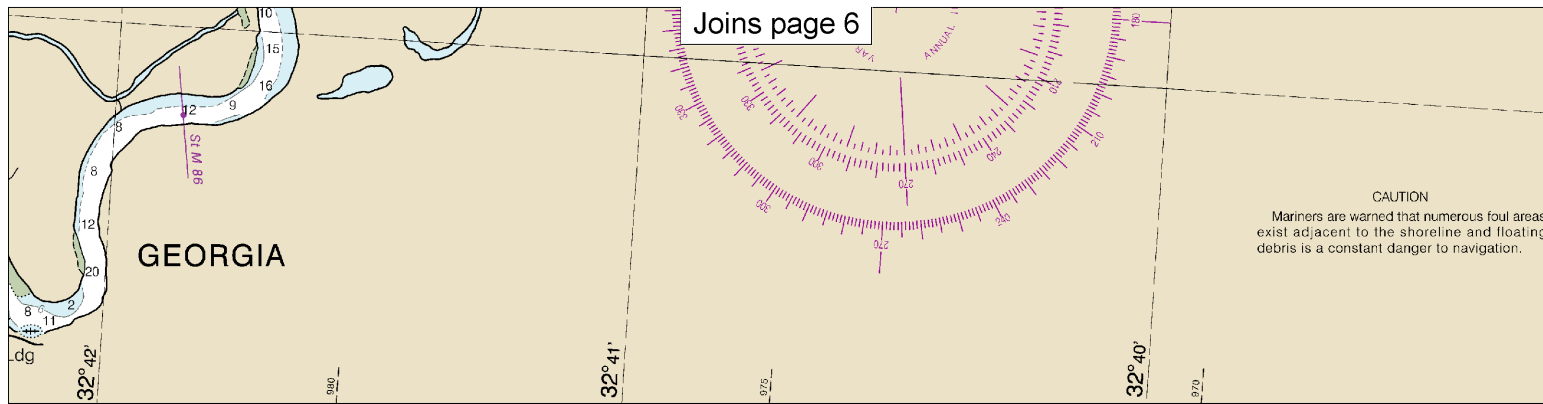
Spill Area

Surfaced Ramp

Joins page 12

Joins page 17

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**PUBLIC BOATING INSTRUCTION PROGRAMS**  
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.

USCGAUX - 7th Coast Guard District, 909 Southwest 1st Ave., Miami, FL 33131-3050, Tel. 305-350-5897 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

**MARINE WEATHER FORECASTS**  
**NATIONAL WEATHER SERVICE**  
CITY TELEPHONE NUMBER  
Charleston, SC \*(843) 747-5859  
\*Recording (24 hours daily)

**OFFICE HOURS**  
9:00 AM-4:30 PM (Mon.-Fri.)

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

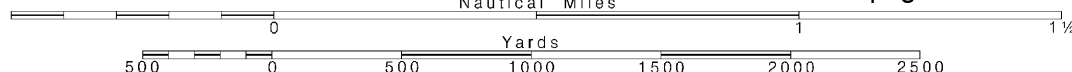
12

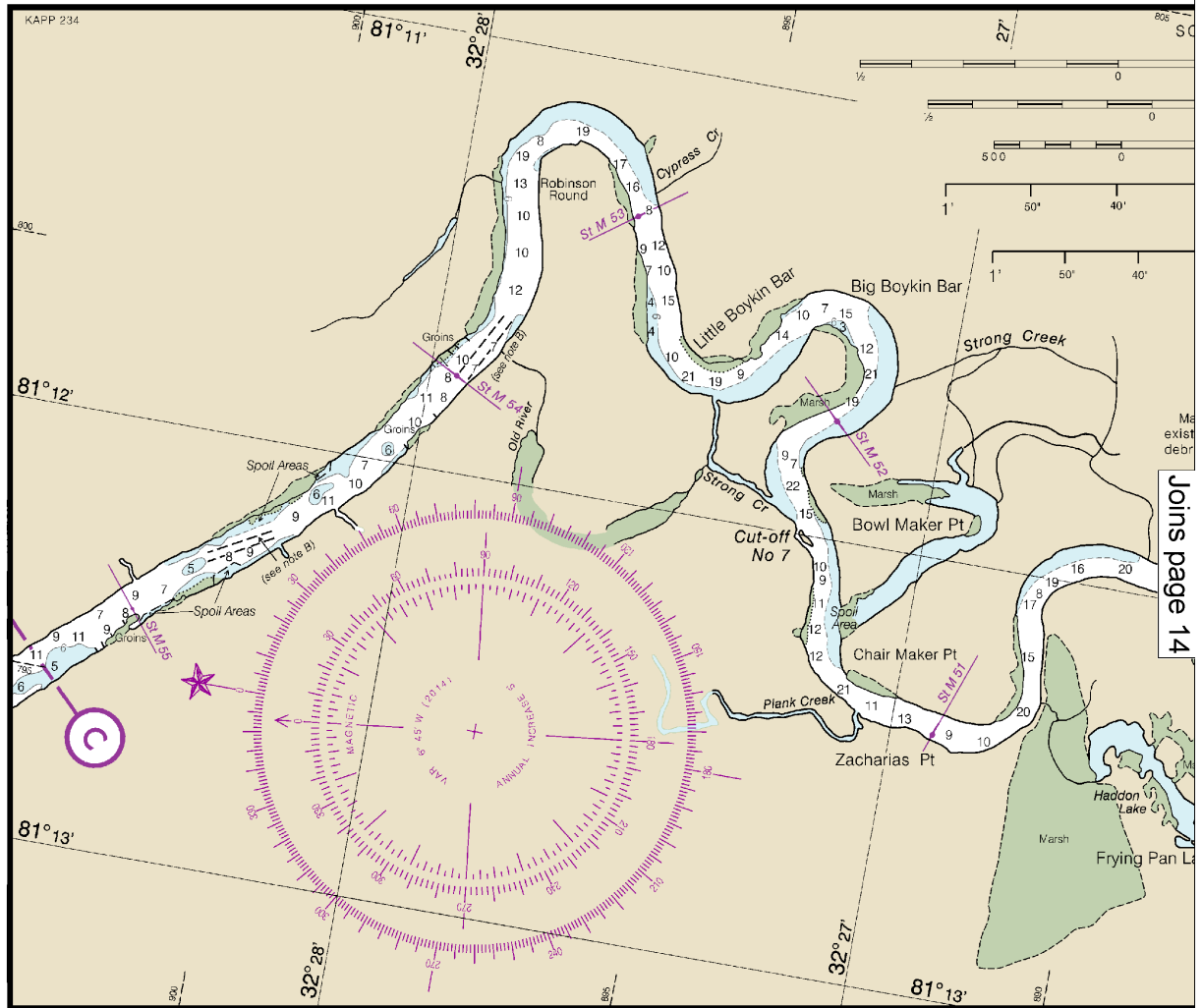
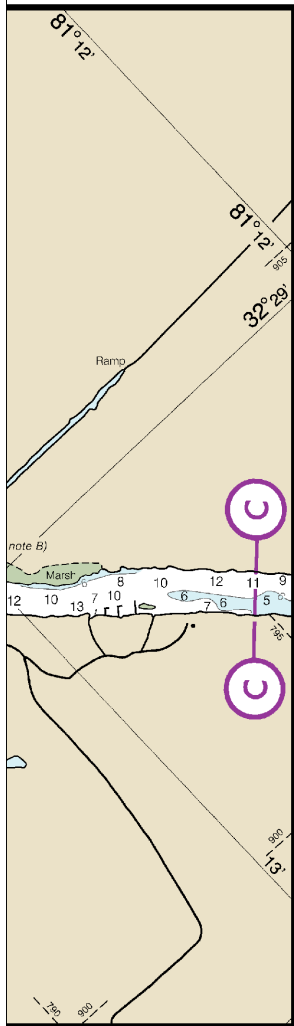
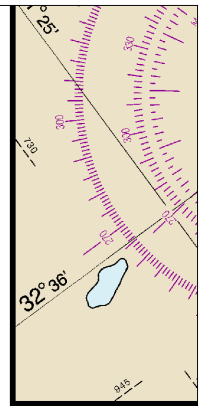
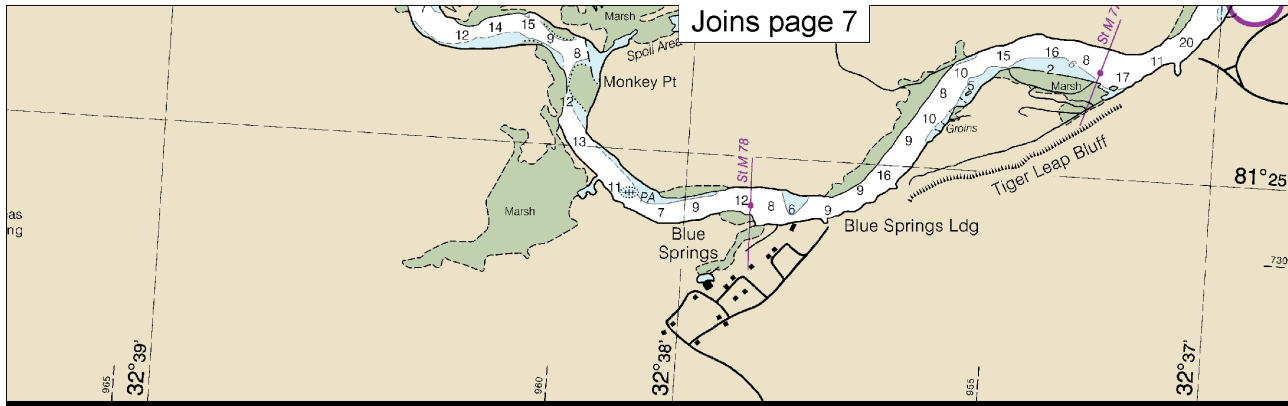
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.

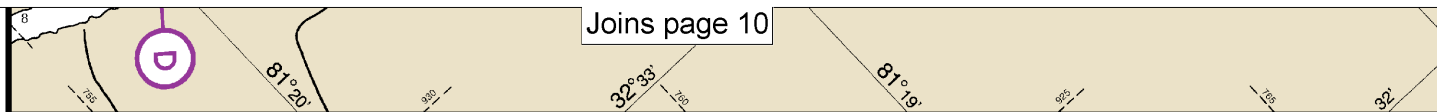












11514 31st Ed., Oct. 2014



# NAUTICAL CHART 11514 INTRACOASTAL WATERWAY

## SOUTH CAROLINA - GEORGIA SAVANNAH RIVER SAVANNAH TO BRIER CREEK



Chart 11514 31st Ed., Oct. 2014

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

Mercator Projection  
Scale 1:20,000 at 30°06'

North American Datum 1983  
(World Geodetic System 1984)

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 4 for important  
supplemental information.

Joins page 22

### CAUTION

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### SOUNDINGS

Soundings are in feet. Those north of Big Collis Creek, at 32°15'18" N. latitude, 81°08'54" W. longitude, refer to the low water plane which corresponds to a discharge of 6,100 cubic feet per second at New Savannah Bluff Dam. Soundings south of Big Collis Creek refer to tidal Mean Lower Low Water. The Corps of Engineers project depth is 9 feet at the established low water planes.

### OVERHEAD CLEARANCES

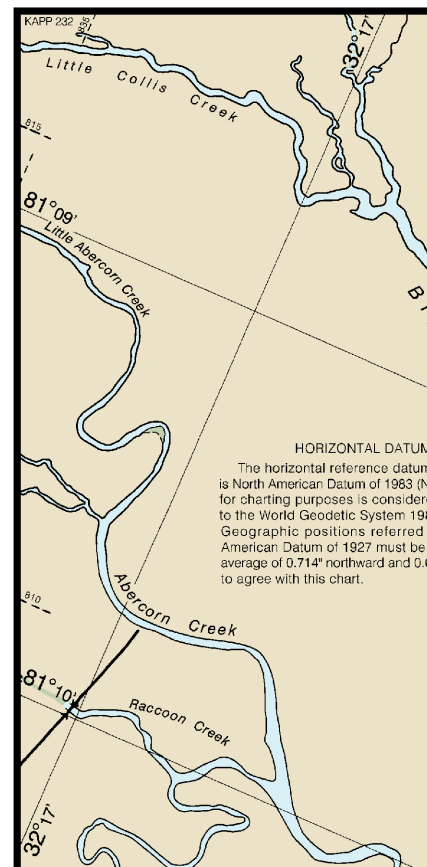
Bridge and overhead cable clearances are in feet. High water clearances north of S.S. Railroad bascule bridge, at 32°13'53" N. latitude, 81°08'46" W. longitude, refer to a water plane established by a discharge of 62,000 cubic feet per second at New Savannah Bluff Dam. Low water clearances north of the bridge refer to a discharge of 6,100 cubic feet per second. Clearances at the bridge and to the south refer to Mean High Water.

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

### WARNING

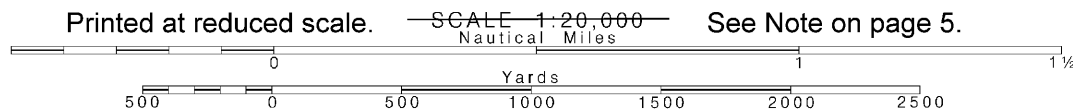
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



**HORIZONTAL DATUM**  
The horizontal reference datum is North American Datum of 1983 (NAD 83) for charting purposes is considered to the World Geodetic System 1984. Geographic positions referred to American Datum of 1927 must be corrected by an average of 0.714" northward and 0.6" to agree with this chart.

16

Note: Chart grid lines are aligned with true north.



Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

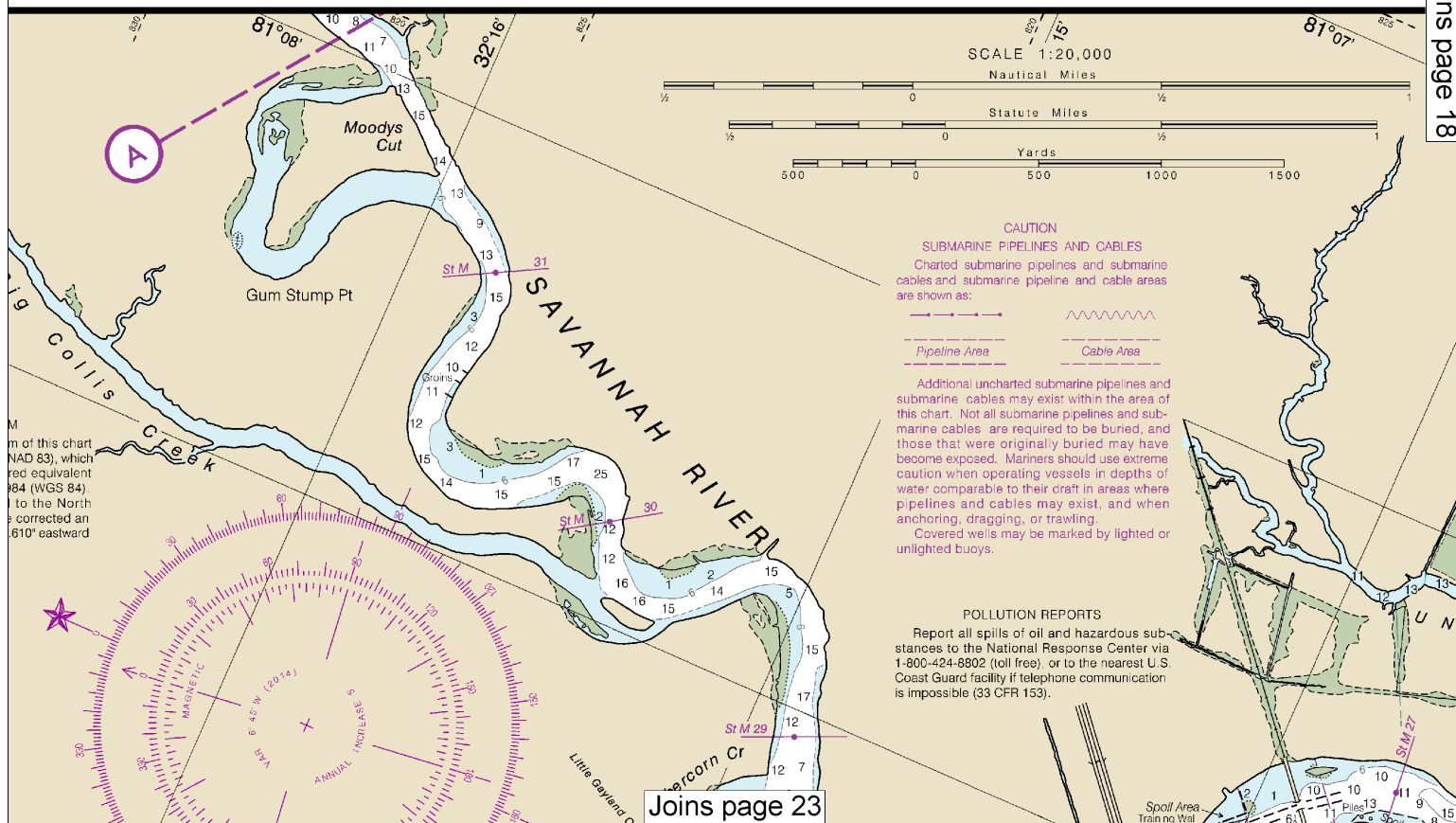
See Note on page 5.

Joins page 11

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Port Wentworth  
Fort Jackson  
Savannah (Bu  
  
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(Aug 2014)

Joins page 18



#### PUBLIC BOATING INSTRUCTION PROGRAMS

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USCGAUX - 7th Coast Guard District, 909 Southwest 1st Ave., Miami, FL 33131-3050, Tel. 305-350-5897 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

#### MARINE WEATHER FORECASTS NATIONAL WEATHER SERVICE

CITY TELEPHONE NUMBER  
Charleston, SC \*(843) 747-5859  
\*Recording (24 hours daily)

OFFICE HOURS  
9:00 AM-4:30 PM (Mon.-Fri.)

#### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Savannah, GA KEC-85 162.400 MHz  
Beaufort, SC WXJ-23 162.450 MHz  
Metter, GA WWH-25 162.425 MHz

#### TIDAL INFORMATION

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean High Water	Mean Low Water	Mean Low Water
Punysburg Landing	(32°18'N/81°07'W)	3.3	3.1	0.1
Little Back River, Hwy. 17	(32°10'N/81°08'W)	8.2	7.9	0.2
S.C.L. RR. bridge	(32°14'N/81°09'W)	6.7	6.4	0.2
Port Wentworth	(32°09'N/81°09'W)	8.7	8.3	0.2
Fort Jackson	(32°05'N/81°02'W)	8.1	7.7	0.2
Savannah (Bull Street)	(32°05'N/81°06'W)	8.6	8.1	0.2

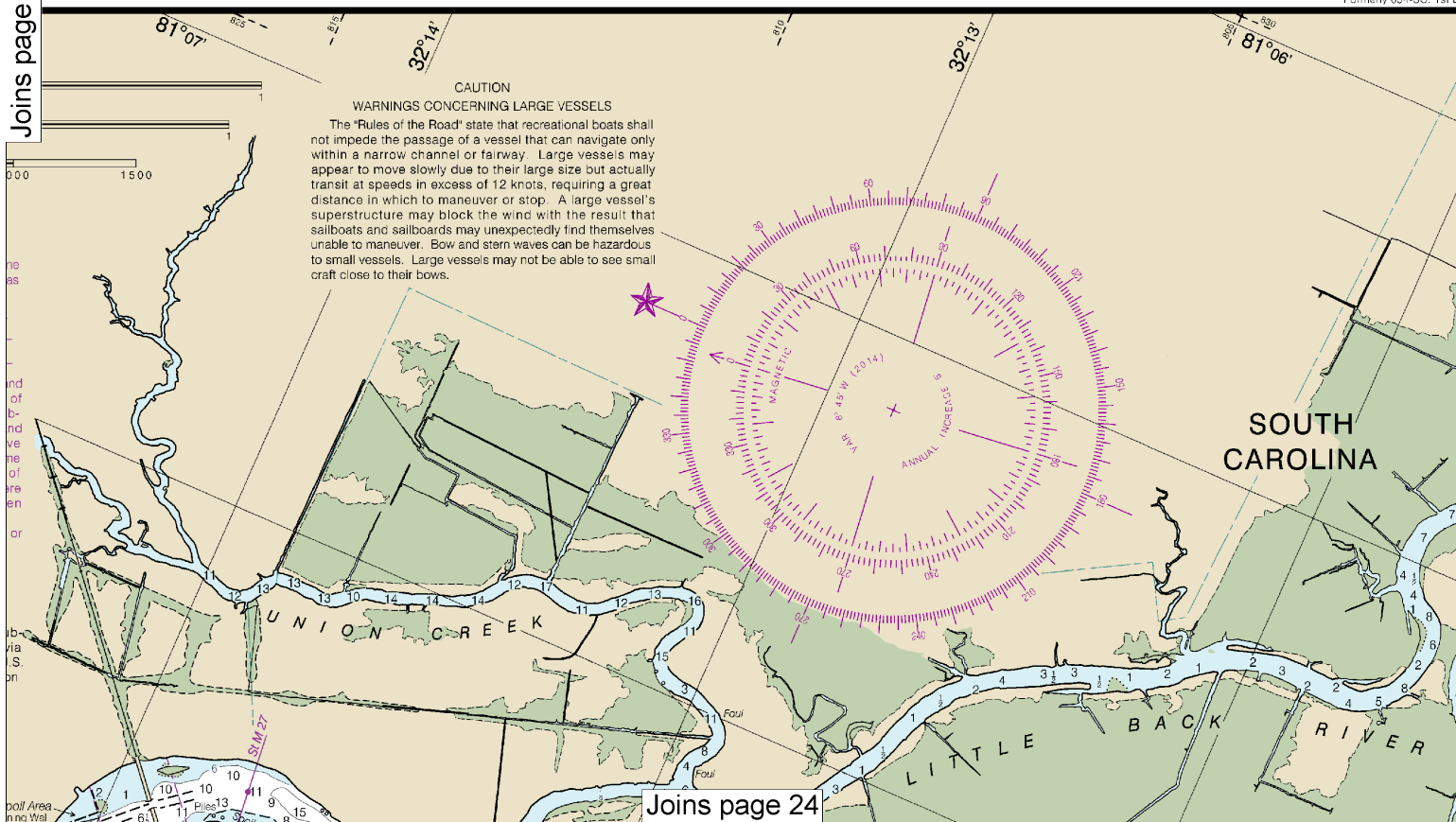
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
(Aug 2014)

#### BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES - EST	SPECIAL
Charleston, SC	NMB (USCG)	* 2670 (A3H) kHz * 157.1MHz (Ch. 22)	+11:20 AM & PM +11:20 AM & PM	On recall On recall

\* Preceded by announcement on 2182 kHz and 156.8 MHz  
+ Broadcast one hour later during Daylight Saving Time

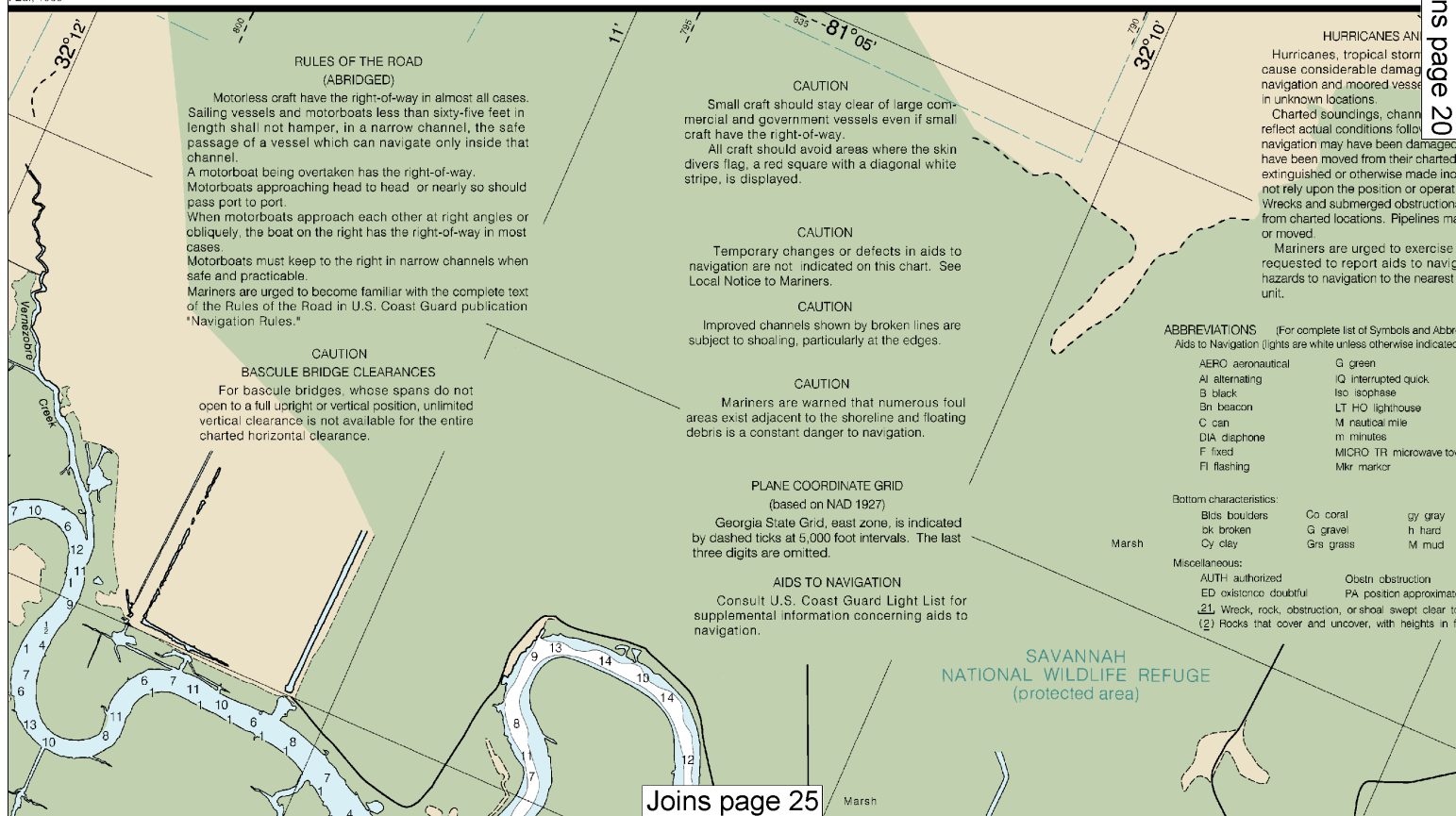
Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

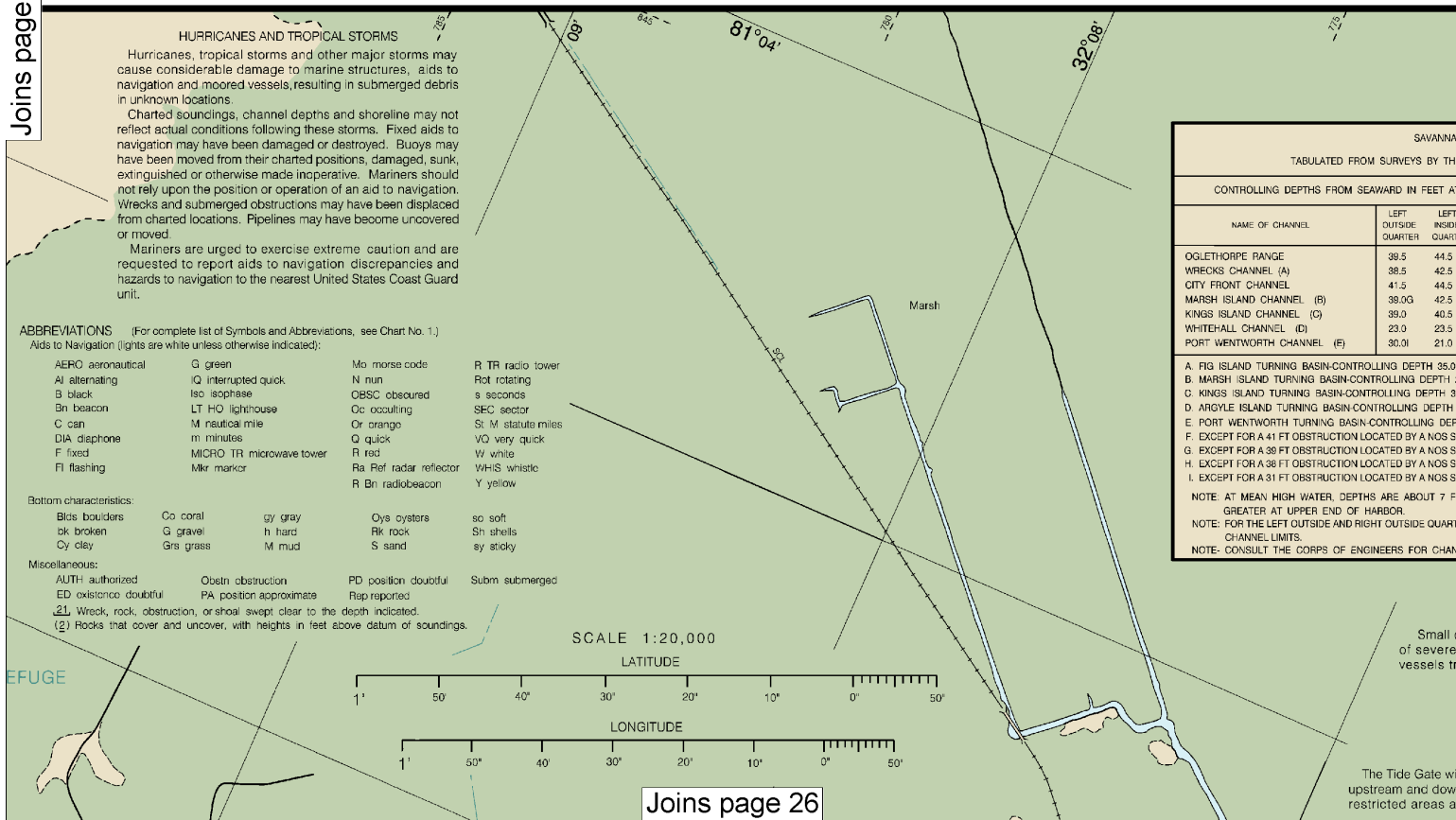




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Ed., 1966





CONTINUED ON CHARTS 11507 & 11512

NAH RIVER CHANNEL DEPTHS				PROJECT DIMENSIONS		
AT MEAN LOWER LOW WATER (MLLW)				WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
FT. DEPT.	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY			
5	45.0	40.0	9-15	500	1.33	42
5	45.5	41.5	9-15	500	1.7	42
5	44.0F	38.5	9-15	500	1.7	42
5	41.5	40.0	9-15	500	1.9	42
5	39.5	39.5H	9-15	500	2.46	42
5	24.0	25.0	9-15	400	0.66	42-36
0	21.0	32.0	12-94; 9-15	200	1.33	30

10 FT. 25.0 FT. 100 FT. FROM BACKSIDE.  
 H 29.0 FT. 20.0 FT. 100 FT. FROM BACKSIDE.  
 34.0 FT. 34.0 FT. 100 FT. FROM BACKSIDE.  
 H 26.0 FT. 100 FT. FROM BACKSIDE.  
 EPTH 18.0 FT. 17.0 FT. 100 FT. FROM BACKSIDE.  
 SURVEY AT 32°05'00.06"N 81°06'27.07"W  
 SURVEY AT 32°06'18.29"N 81°06'58.99"W  
 SURVEY AT 32°07'27.46"N 81°08'02.29"W  
 SURVEY AT 32°09'15.04"N 81°09'11.46"W  
 FEET GREATER AT LOWER END OF THE HARBOR AND 7.7 FEET  
 RTERS, DEPTHS GIVEN REPRESENT CONDITIONS 75 FEET INSIDE THE  
 ANGERS SUBSEQUENT TO THE ABOVE INFORMATION

CAUTION

If craft operators are warned to beware re water turbulence caused by large traversing narrow waterways.

CAUTION

will operate automatically; therefore, the areas wstream of the gate have been designated and are marked by a line of buoys.

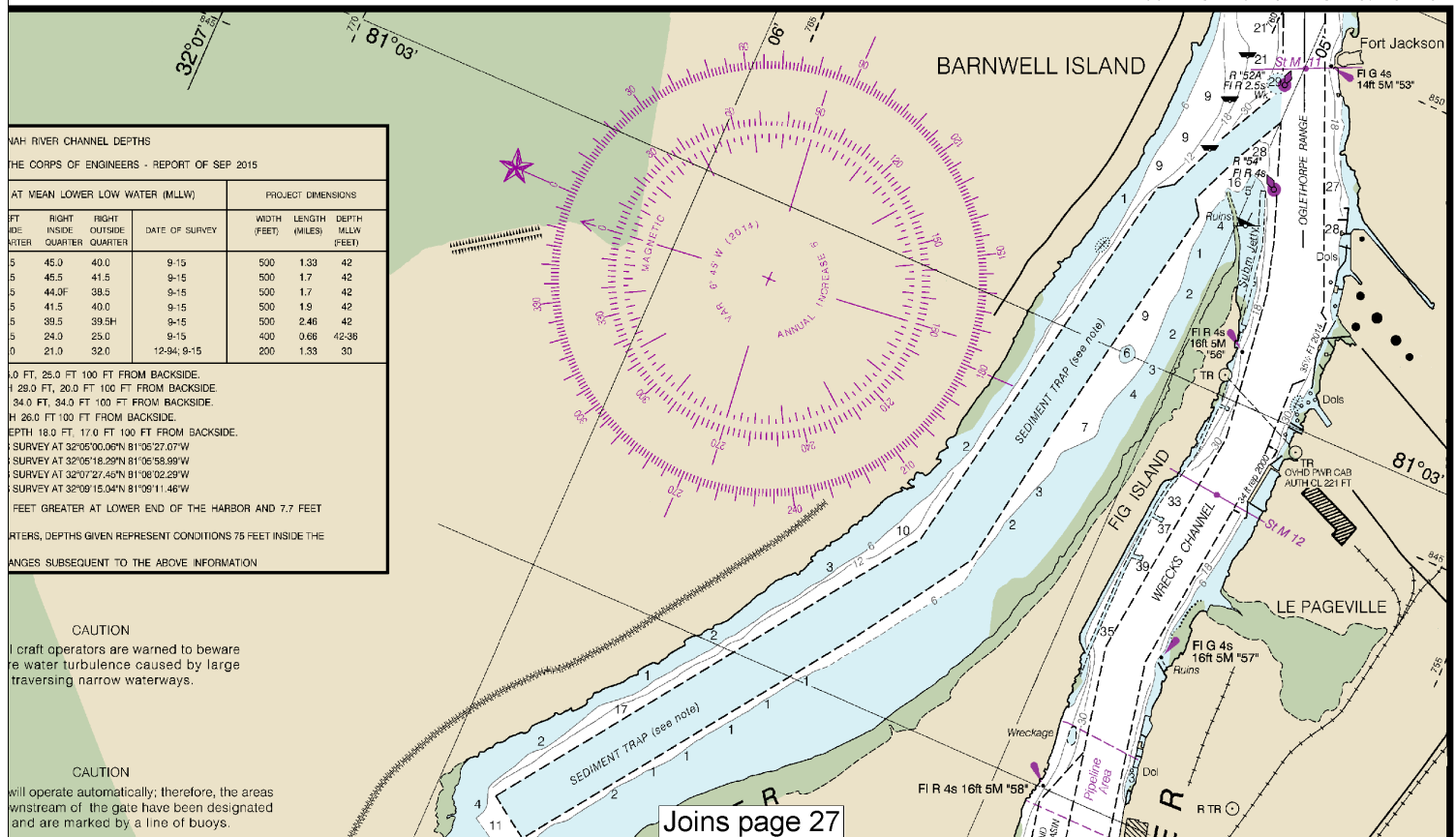


Chart 11514 31st Ed., Oct. 2014

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

Mercator Projection  
Scale 1:20,000 at 30°06'  
North American Datum 1983  
(World Geodetic System 1984)

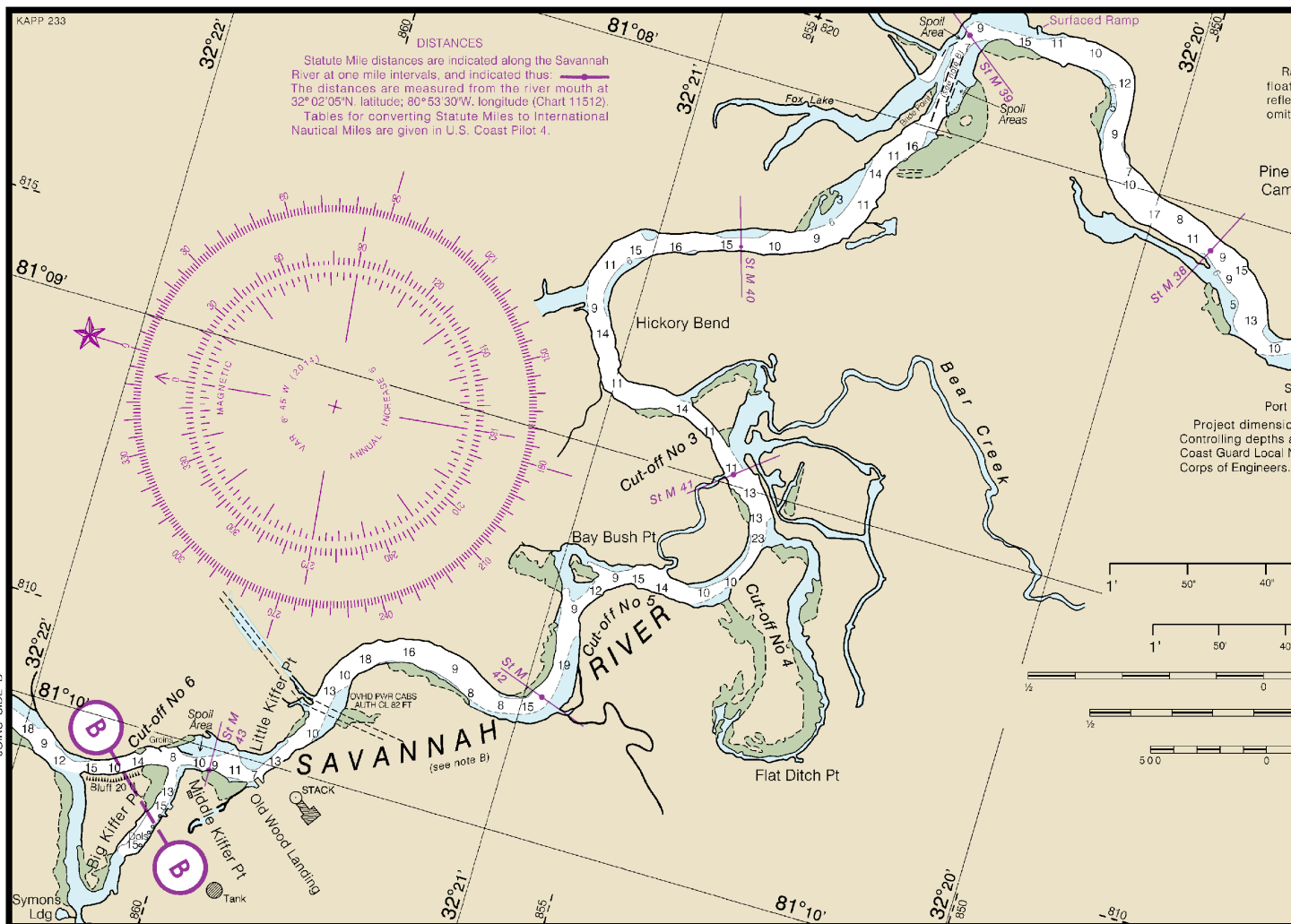
SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 4 for important  
supplemental information.

HEIGHTS  
Heights in feet above Mean High Water.  
Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

# HORIZONTAL DATUM

The horizontal reference datum is North American Datum of 1983 (NAD 83) for charting purposes is considered to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the American Datum of 1927 must be corrected by an average of 0.714" northward and 0.6" westward to agree with this chart.

SIDE A



11514 31st Ed., Oct. 2014

Last Correction: 12/11/2015. Cleared through:  
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

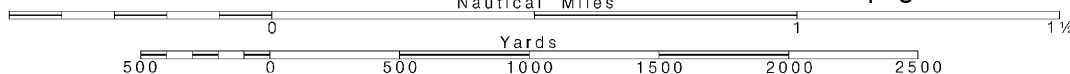
22

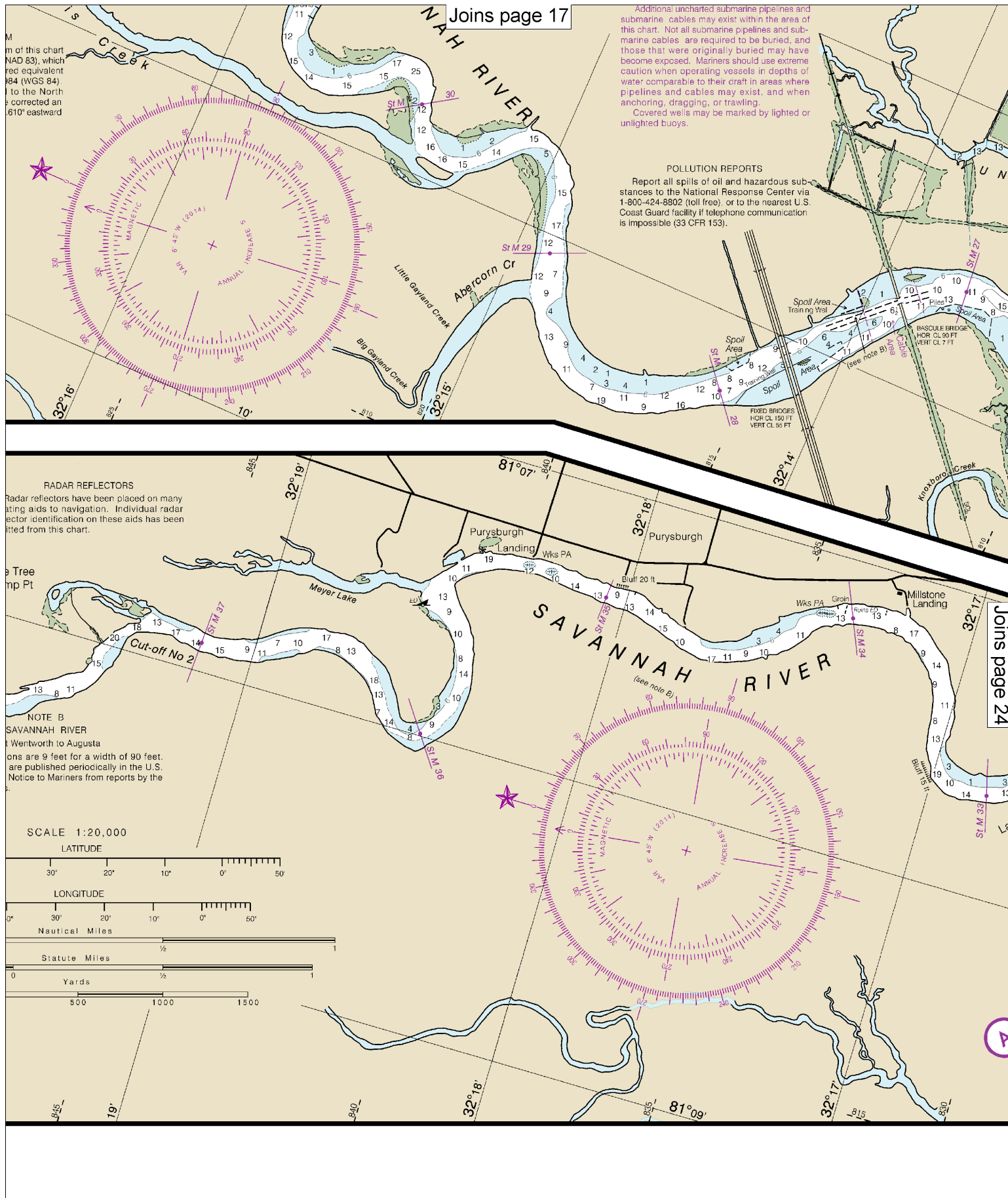
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.

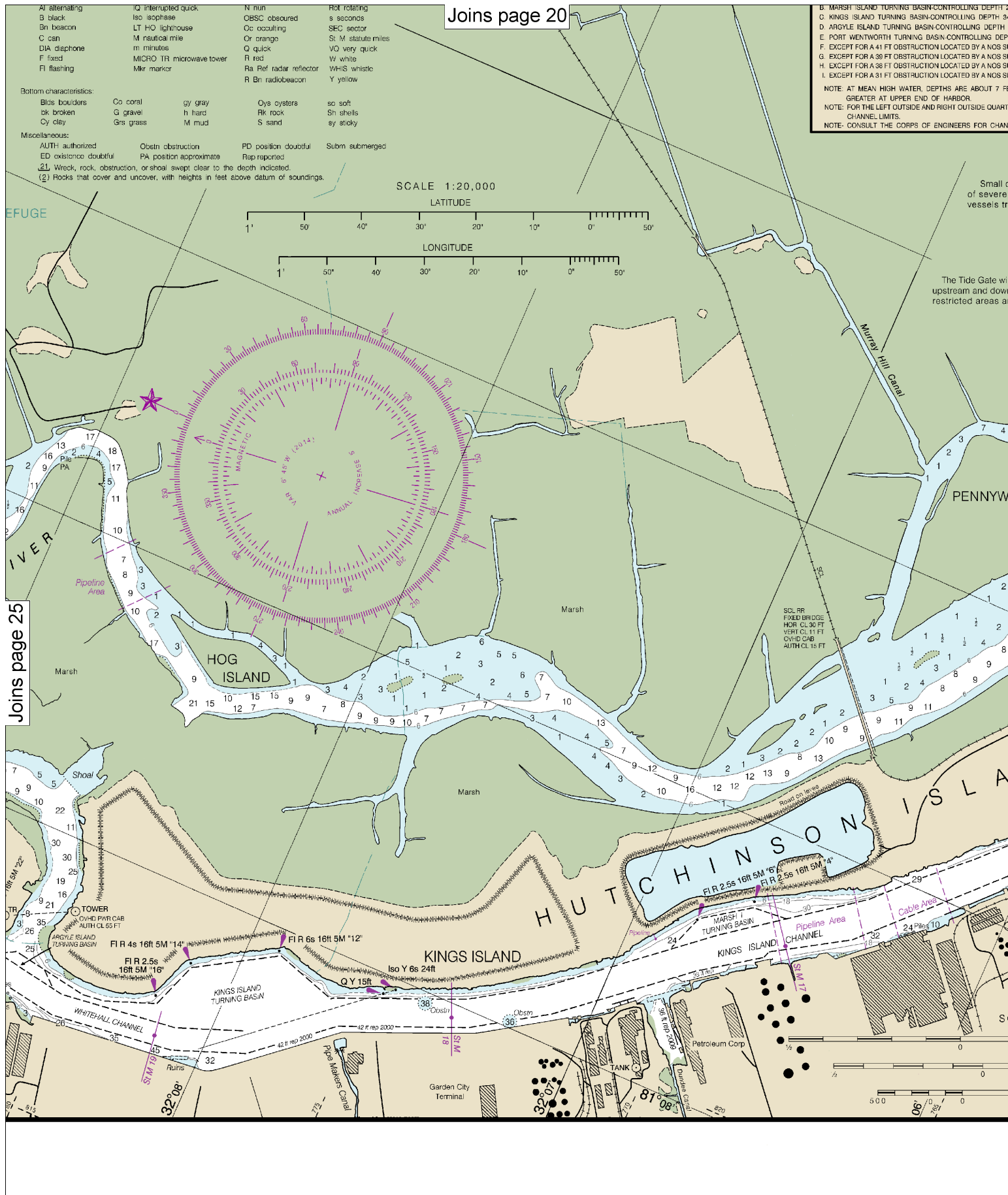






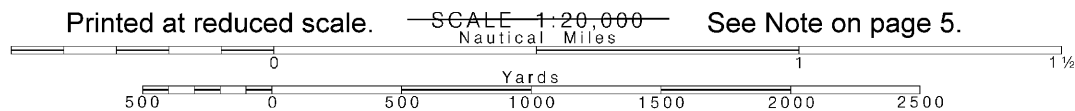






**26**

Note: Chart grid lines are aligned with true north.





T 25.0 FT, 20.0 FT 100 FT FROM BACKSIDE.  
 34.0 FT, 34.0 FT 100 FT FROM BACKSIDE.  
 H 26.0 FT 100 FT FROM BACKSIDE.  
 EPTH 18.0 FT, 17.0 FT 100 FT FROM BACKSIDE.  
 SURVEY AT 32°05'00.00"N 81°05'27.07"W  
 SURVEY AT 32°05'18.29"N 81°05'58.99"W  
 SURVEY AT 32°07'27.45"N 81°06'02.29"W  
 SURVEY AT 32°09'15.04"N 81°06'11.46"W  
 FEET GREATER AT LOWER END OF THE HARBOR AND 7.7 FEET  
 RTERS, DEPTHS GIVEN REPRESENT CONDITIONS 75 FEET INSIDE THE  
 ANGES SUBSEQUENT TO THE ABOVE INFORMATION

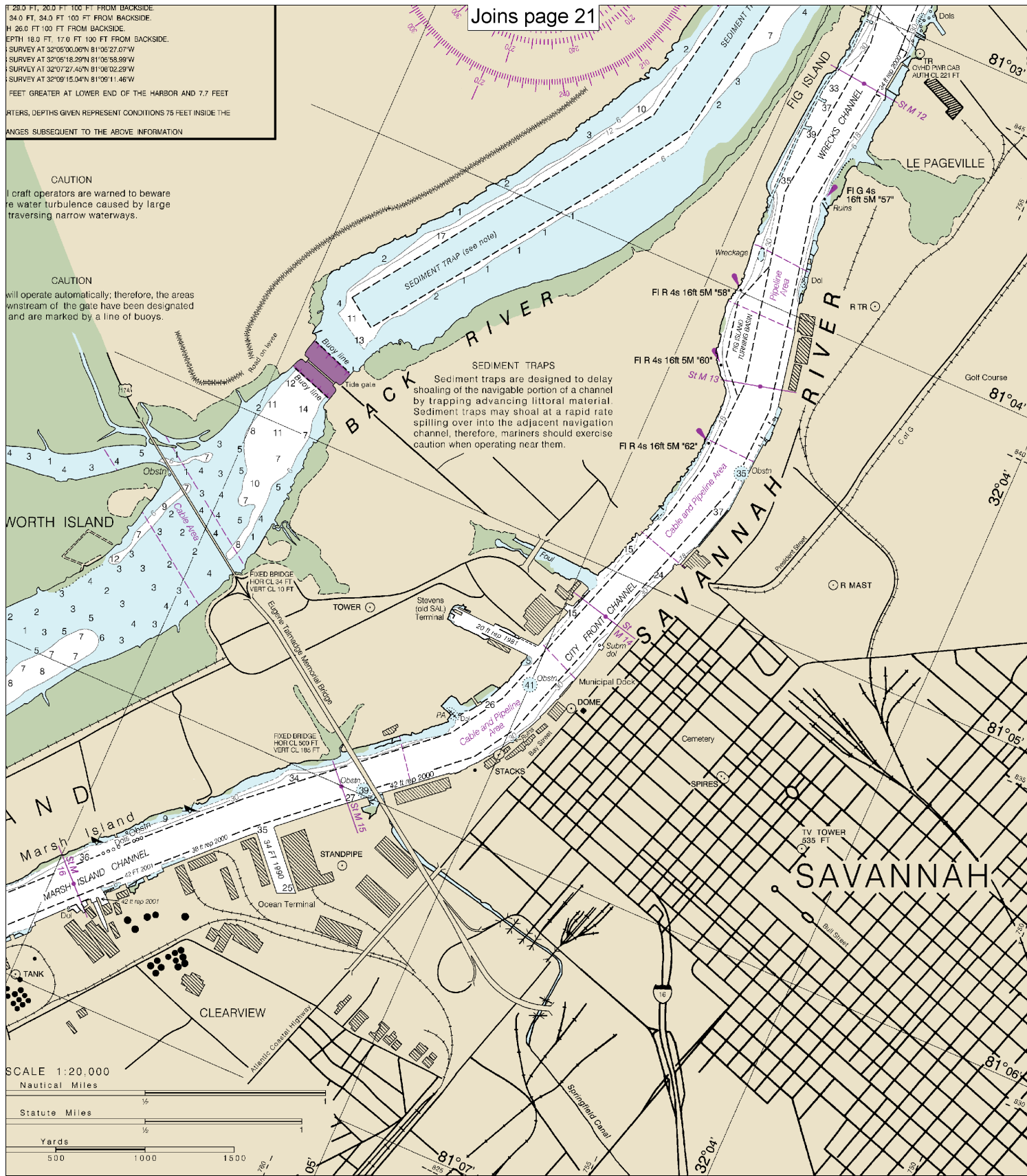
Joins page 21

#### CAUTION

Craft operators are warned to beware  
 re water turbulence caused by large  
 traversing narrow waterways.

#### CAUTION

will operate automatically; therefore, the areas  
 wnstream of the gate have been designated  
 and are marked by a line of buoys.



SIDE A

11514



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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